

# INFORMATION REPORT

CD NO

COUNTRY East Germany

SUBJECT Warnow Shipyard in Warnemuende

DATE DISTR. 15 October 1953

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PLACE  
ACQUIRED

NO. OF ENCLS  
(LISTED BELOW)

DATE OF INFO

SUPPLEMENT TO  
REPORT NO. 1

THIS IS UNEVALUATED INFORMATION

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1. The 1953 targets for the Warnow Shipyard set by the Amt fuer Reparationen (Reparations Office) in East-Berlin included

<u>Type of Vessel</u>	<u>Date of Delivery</u>	<u>Remarks</u>
65-meter river passenger vessel		
Ship 1	15 August 1953	
Ship 2	30 August 1953	
Ship 3	15 September 1953	
Ship 4	25 September 1953	
Ship 5	30 September 1953	
Ship 6	5 October 1953	
Ship 7		to be completed 98 percent by 31 December 1953
Ship 8		to be completed 12 percent by 31 December 1953
Coal-carrier		to be completed 8 percent by 31 December 1953
Floating dock		
(2,500 GRT)	30 November 1953	This floating dock can be enlarged to a capacity of 7,500 GRT according to a Soviet system providing for additional sections.

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<u>Type of Vessel</u>	<u>Date of Delivery</u>	<u>Remarks</u>
Lightvessel	31 December 1953	No details available
Tanker	31 December 1953	No details available
Harbor launch 1	III quarter of 1953 )	For shipyard service
Harbor launch 2	III quarter of 1953 )	
Harbor launch 3	III quarter of 1953	
Harbor launch 4	IV quarter of 1953	1

2. The definite price for reconconditioning the SOVIETSKI SOYUZ was fixed at 103,000,000 eastmarks. This sum did not include the price for bedding, crockery and certain equipment for the crew which were planned to be obtained from the USSR and be paid for by East Germany. One of the German engineers responsible for this ship stated that SOVIETSKI SOYUZ was to be equipped with "unimaginable luxury" (sic), far exceeding that of the former Napag ships. For example, the ceilings of the banquet hall and music room were to be decorated with genuine gold leaf and the cabin walls and built in wardrobes were to be made of Canadian and Australian wood. Abrasions on the walls and scratches on the doors of the cabins just completed were, however, daily occurrences, although there was a 60-man guard aboard to prevent any kind of sabotage.
3. A new shipbuilding shop, about 200 meters long and 100 meters wide has been in operation at the Warnow Shipyard since October 1952. River passenger vessels 1 and 2 were under construction in this shop in early 1953. According to the investment plan, four traveling cranes, four slewing cranes for plate-straightening rollers, two of which of 2-ton lift capacity and two of 3-ton lift capacity, and a 1.5-ton freight elevator to the hold loft were scheduled to be installed and put into operation during the period from April through June 1953. These targets cannot be met. Another fifteen 1.5-ton slewing cranes were scheduled to be erected during the period from July through September 1953.
4. The 1953 investment program for the expansion of the shipyard included:

<u>Designation</u>	<u>Date of Completion</u>	<u>Remarks</u>
Cableway 1	15 May 1953	
Cableway 2	15 November 1953	
Building slip 3	31 July 1953	
Building slip 4	30 September 1953	
Outfitting shop 101	30 June 1953	to be completed exclusive of ventilators
Outfitting shop 104	30 June 1953	Completion without ventilators
50 meters of quayage	31 July 1953	

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<u>Designation</u>	<u>Date of Completion</u>	<u>Remarks</u>
New storage building	31 October 1953	Completion of first building scheme. The magazine is for the storage of flanges and mechanical gear.
Expansion of boiler-rooms	15 November 1953	
Construction of new, No 3 transformer station	30 September 1953	
Roofing of plate straightening rollers	20 May 1953	These rollers previously stood in the open.
Facing the embankments of Nos 3 and 4 slipways	15 July 1953	
Stand-by heating plant house for shipbuilding shop	30 September 1953	Excavation work started recently.
Construction of road to shipbuilding shop on the premises of the shipyard	31 May 1953	
Road to outfitting shops 102 and 109	10 August 1953	
Track-laying to shipbuilding shop	15 October 1953	
Covers to shipbuilding shop	31 December 1953	
Low wooden buildings for designers	30 May 1953	
Electric plant	30 June 1953	
Conversion of carpenters' shop for use as light metal building shop		This conversion proved necessary, as the stocks of timber were entirely exhausted. The retraining of the carpenters for light metal work began in September 1952.
Erection of drilling and milling shop at the work shop	from July to and including September 1953	

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5. Froeg (fnu), production manager at the Warnow Shipyard, who fled to West Berlin on 1 May 1953, was succeeded by Junghans (fnu) previously chief technologist at the yard. He was no longer called production manager but was renamed operating manager. He had been a machinist.

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- 25X1A 1. [ ] Comment. The coal carrier, which was scheduled to be completed  
 percent by 31 December 1953, probably is the 10,000-ton ore and coal  
 carrier whose design was ordered from the Project and Design Office in  
 25X1A 2. Berlin-Koopnick in late April 1953. [ ]  
 Unconfirmed information indicated that the liftship was destined to work  
 Hvalerund Bank between Læsø and Bornholm Islands.
- 25X1A 3. [ ] Comment. The investment program mentioned in paragraph 4 was first  
 planned to be completed by 31 December 1953. The targets were later set  
 at earlier dates, presumably to expedite the expansion of the Harrow Shipyard.

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